

RTIP ID# <i>(required)</i> ORA120522				
TCWG Consideration Date July 27, 2010				
Project Description <i>(clearly describe project)</i> The project will widen approx. 1,000 feet of Atlanta Ave. between Huntington St. and Delaware St. to provide the full Master Plan of Arterial Highways cross section for the roadway. Acquisition of street R/W will impact up to 9 mobile homes within an existing mobile home park located immediately south of the existing road. The scope of work includes clearing and grubbing, construction of AC roadway, striping, curb, gutter, sidewalk, an 8 feet tall screen wall atop a variable height (7 ft. max.) retaining wall, landscaping, reconstruction of a 26 ft. wide on-site circulation road, utility adjustment and relocation.				
Type of Project <i>(use Table 1 on instruction sheet)</i> Change to existing regionally significant street				
County Orange	Narrative Location/Route & Postmiles Atlanta Avenue between Huntington Street and Delaware Street Caltrans Projects—EA# STPL 5181(165)			
Lead Agency: City of Huntington Beach				
Contact Person Jonathan Claudio	Phone# (714) 374-5380	Fax# (714) 374-1573	Email jclaudio@su rfcity-hb.org	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 <input checked="" type="checkbox"/> PM10 <input type="checkbox"/>				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
<input checked="" type="checkbox"/> Categorical Exclusion (NEPA)	<input type="checkbox"/> EA or Draft EIS	<input type="checkbox"/> FONSI or Final EIS	<input type="checkbox"/> PS&E or Construction	<input type="checkbox"/> Other
Scheduled Date of Federal Action: 10/2010*				
NEPA Delegation – Project Type <i>(check appropriate box)</i>				
<input type="checkbox"/> Exempt	<input type="checkbox"/> Section 6004 – Categorical Exemption	<input checked="" type="checkbox"/> Section 6005 – Non-Categorical Exemption		
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	6/2008	9/2008	10/2010*	N/A
End	10/2010*	3/2011*	10/2011*	N/A
*Estimated dates contingent upon CEQA/NEPA approval process				

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

Both the County's MPAH and the City's General Plan Circulation Element designate this segment of Atlanta Avenue as a primary arterial street. As defined in the General Plan, the primary arterial street classification provides sidewalk, curb, gutter, a bike lane, and 2 through lanes in each direction of travel, separated by a striped median. Currently, this segment of Atlanta Avenue provides one lane in each direction, a striped median, and on-street parking along a portion of the north side of the street. The proposed street improvements will provide an additional through lane and bike lane in each direction of travel. The mixed-use Pacific City development located immediately west of the project site has recently widened Atlanta Avenue between 1st Street and Huntington Street to its ultimate location. This has resulted in the segment of Atlanta Avenue between Huntington Street and Delaware Street as the lone remaining "choke point" on Atlanta Avenue between 1st Street and Beach Boulevard. The existing choke point creates a 26 ft. (approx.) offset in the south curb alignment at the intersection of Atlanta Avenue and Huntington Street. Since the narrowing roadway requires motorists traveling eastbound on Atlanta Avenue to make additional motorist decisions, there is a greater potential for merging accidents and motorists inadvertently driving vehicles off of the street. The proposed street widening would help to minimize this accident potential and provide for improved traffic safety. Since the proposed project will not generate additional transportation trips, the overall traffic operations in the area will be enhanced with the proposed street widening by minimizing delays and the associated impacts.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

The project site is bounded by single-family residential, apartment and condominium uses to the north and the east, by the Pacific Mobile Home Park property to the south and the Pacific City mixed-use development (currently under construction) to the west. As previously stated, the proposed project will not generate additional transportation trips.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

The existing AADT is approximately 9,000 vehicles per day. This is based on the fully built out roadway section. If the roadway is not built out, there may be some diversion, but it is deemed to be negligible. This segment is not classified as a truck route; therefore truck traffic is fairly minimal and is considered to be 1% (90 per day) for analysis purposes. Utilizing the County of Orange Master Plan of Arterial Highways roadway capacities, a two lane roadway accommodates up to 10,000 vehicles per day. This calculates to a volume to capacity ratio of approximately 0.9. The proposed buildout to a primary arterial will accommodate up to 30,000 vehicles per day which calculates to a volume to capacity ratio of approximately 0.3.

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

The year 2030 AADT is forecast to be approximately 15,000 vehicles per day. This is based on the fully built out roadway section. If the roadway is not built out, there may be some diversion, but it is deemed to be negligible. This segment is not classified as a truck route, therefore truck traffic is fairly minimal and is considered to be 1% (150 per day) for analysis purposes. Utilizing the County of Orange Master Plan of Arterial Highways roadway capacities, a two lane roadway accommodates up to 10,000 vehicles per day. This calculates to a volume to capacity ratio of approximately 1.5. The proposed buildout to a primary arterial will accommodate up to 30,000 vehicles per day which calculates to a volume to capacity ratio of approximately 0.5.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Existing Levels of Service (LOS) were calculated at the intersections immediately to the west (Huntington Street) and east (Delaware Street) of the widening area. Without the widening, under the existing stop control, the level of service (using Highway Capacity Manual methodology) is Level of Service B for both the AM and PM peak hours at the intersection of Atlanta Avenue and Huntington Street and Level of Service C for both the AM and PM peak hours at the intersection of Atlanta Avenue and Delaware Street. With the proposed widening and the installation of a traffic signal at the intersection of Atlanta Avenue and Huntington Street, the Level of Service improves to LOS A for both peak hours at Huntington Street and remains at LOS C for both peak hours at the intersection at Delaware Street.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Year 2030 Levels of Service (LOS) were calculated at the intersections immediately to the west (Huntington Street) and east (Delaware Street) of the widening area. Without the widening, under the existing stop control, the level of service (using Highway Capacity Manual methodology) is Level of Service F for both the AM and PM peak hours at Atlanta Avenue and Huntington Street and Level of Service F (both AM and PM peak hours) at the intersection of Atlanta Avenue and Delaware Street. With the proposed widening and the future installation of a traffic signal at the intersection of Atlanta Avenue and Huntington Street, the Level of Service improves to LOS A at Huntington Street (both AM and PM peak hours). For the intersection at Delaware Street the LOS is "E" for the AM peak hour and "F" for the PM peak hour. While the Delaware Street intersection still shows a LOS of "F", this is attributable to the two way stop control on Delaware and the amount of delay is still reduced by more than 50% over the no build alternative.

<p>Describe potential traffic redistribution effects of congestion relief <i>(impact on other facilities)</i></p> <p>The traffic volumes were obtained from the Huntington Beach Traffic Model, which is a subarea derivation of the Orange County Traffic Analysis Model (OCTAM). No significant traffic diversions are forecast whether or not this facility is widened.</p>
<p>Comments/Explanation/Details <i>(attach additional sheets as necessary)</i></p> <p>Due to the predominant character of the area remaining primarily residential and the street continuing not be a truck route, the truck percentage remains unchanged from the existing condition.</p>